

## **NORTHEAST BARGE CONTRACT - STATEMENT OF OBJECTIVES**

1. Contractor to provide equipment for the transportation of Defense-owned bulk fuel (JP5 and JP8) and marine diesel (F76), by tug and barge between ports and points on inland waterways in Virginia, Maryland, Delaware, Pennsylvania, New Jersey, and Washington DC.
2. Barge must have a total calibrated capacity of not less than 13,000 barrels nor more than 34,000 barrels and having a maximum loaded draft of not more than 14 feet at full cargo capacity nor more than 7.5 feet at 13,000 barrels capacity.
3. Barge must be equipped with the following:
  - a. A cargo pumping system with necessary hoses and connections capable of completely discharging and stripping the cargo tanks without outside power or assistance from the shore. The average load/discharge rate for all destinations must be a minimum of 2,000 barrels per hour (BPH) at a pressure of 100 pounds per square inch (psi) from the barge manifold including quantities stripped from cargo tanks.
  - b. An independent cargo tank stripping system capable of stripping all but a maximum of 2 barrels of product per cargo tank, not to exceed 10 barrels for the entire barge.
  - c. A water stripping system, separate from the cargo tank stripping system, for removal of residual water prior to discharge of cargo.
  - d. Permanent gauge point marks with reference height stenciled to the deck or compartment hatch, certified calibration charts not exceeding eight years in age, trim corrosion table and legible draft markings.
  - e. Seal hasps on all intake/discharge valves, sea suction valves, dome covers, inspection hatches and all other openings through which cargo may be loaded or removed from the vessel.
  - f. Barges with stainless steel or epoxy coated tanks are preferred, but barges with uncoated tanks may be offered.
4. Tug must have a minimum shaft horsepower of 1500, single or twin screw, capable of maintaining an average speed of 7.5 KPH, sea buoy, and suitable in design and power to properly transport and maneuver the offered barge.
5. Contractor supplied equipment and crews must be available exclusively to the Government at all times, 24 hours per day, 7 days per week.
6. Contractor must maintain and operate all equipment in accordance with applicable U.S. Coast Guard, federal and state laws, and military regulations, including applicable regulations of the Commander, Defense Energy Support Center (DESC).

7. Contractor must provide cargo insurance, at its own expense, at least equal to the value of the cargo transported.
8. Contractor must provide a licensed Tankerman on board for all barge loading and discharging operations.